

Intimation.



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LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

NOTICE.

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Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

BIRTHS.

On August 21, 1910, at Shanghai, to Mr. and Mrs. A. Kase, a son.

On August 27, 1910, at Shanghai, to Mr. and Mrs. R. R. Davis, a son (Rudolph William).

MARRIAGE.

On August 24, 1910, at Shanghai, Maurice Marshall to Margaret Omedly.

DEATHS.

On August 21, 1910, at Shanghai, Rowland Lyne, only child of Mr. and Mrs. L. D'Oliviera, aged fourteen months.

On August 22, 1910, at Shanghai, Keren Oshen, aged 29 years.

On August 22, 1910, at Shanghai, Carl Vogel, aged 21 years.

On August 21, 1910, at Shanghai, F. W. Callen, Commander, Revenue Cutter *Chuen-tai*, aged forty-four.

The Hongkong Telegraph

HONGKONG, MONDAY, AUGUST 29, 1910.

OUTTING OF THE QUEUE.

From a photograph of the batch of some fifty Chinese students who are now proceeding to America, we notice that two or three of them have discarded the queue and wear their hair in European fashion. One cannot help wondering whether or no the position will just have been reversed by the time these students' educative term is finished. That this will be so is a statement that can only be hazarded; yet if we consider the precedents set by other Chinese students and merchants, traders and travellers, whose pupils led them abroad, it is not at all fanciful to suppose that each succeeding year will see the discarding of the queue much more common amongst Chinese students or of dwellers in other countries. It is only about a century since

the queue was abolished in the British Navy and Army. One recalls the blurbet in one of Maryat's novels who prided himself in having the longest and stockiest queue in the ship. He, however, had offended his sweetheart ashore and in revenge the damsel in Delish fashion cut off this pride of Jack's existence, whilst he slept. On awakening up to his irreparable loss, Jack was so angry that he turned his pigtail into a kind of cat-o-nine tails for the flagellation of his one-time sweetheart. In the Army it was not so long ago that the very last vestige of this wearing of the queue disappeared from the British military uniform. It belonged to only one regiment, too, the Sherwood Foresters, who when in Hongkong still retained the distinction—a distinction granted for gallant conduct in the field—one little remnant emblem commemorative of other days. That was the short narrow strip of yellow cloth running from the tunic collar down the centre of the back. In pigtail times all line regiments wore that strip—to prevent discolouration of their red coats from the oil with which they dressed their hair. But the Sherwoods were as proud of wearing that emblematic bit of cloth as if it had been a medal with three clasps. To return to the general reluctance shown in China to a removal of the queue, it is notable that among foreign settlements, such as Hongkong or the Straits Settlements, that reluctance is not so marked as before and appears to be still largely on the wane. Straits-born Chinese especially would welcome an abolition of the queue, by Imperial Decree, and in many cases have not even waited for that. In this same connection it is interesting to learn that a memorial on the subject has been presented to the Throne by Wu Ting Fang, Minister to the United States, Mexico, Peru and Cuba. In passing through the ports of Central and Southern America, he says, he received and interviewed the Chinese residents and discovered their sincere loyalty and patriotism for their Sovereign and country. But eight or nine-tenths of them had divested themselves of their queues; those who had not followed suit coiled theirs on the top of the head, securing them guardedly and keeping them from common knowledge. He repeatedly admonished the Chinese residents from this divergence from the national costume, which, he told them, was part of the government institution; but they all replied with one accord that they had been frequently mocked by foreigners for hanging down their queues, and opprobrious epithets had also been applied to them. Again, they had been teased by women and children for this appendage; and its inconvenience for work, added to its soiling the clothes, was open to much unfavourable criticism and objection. It is quite true, too, that in many factories and mills accidents often occur through the wearing of the queue. The Chinese in those lands had felt compelled to explain the fact that they had not wilfully disobeyed orders. They solicited the Minister to report to the Throne and to pray for the issue of an Edict, permitting officials, merchants, scholars and the common people to cut off the long hair and change to a Western costume, so as to be in line with people of other countries and thus avoid discrimination. This would further obviate any difficulty raised by their fathers and elders against their change when they return to China. Wu Ting Fang, in view of these representations, ventures to think that the long hair might with advantage be cropped, although he is opposed to any change in the national costume. In Europe a century ago, as he points out, men's hair was done up as is now the practice in China, but owing to general tendency in these realms the men have since cut their hair short, as otherwise convenience in intercourse and work cannot be obtained; and the practice has become habit. As the Minister remarks, the queue neither serves any good purpose intrinsically, nor, outwardly, does it conduce to elegant appearance. We are all aware of the high respect in which the Chinese Minister to America is held in that country as well as in Europe, and moreover we all know that he is one of the most advanced thinkers and administrators in the Chinese Government service; so that surely it is to be conceived that the strong representations he has made in his memorial to the Throne will be given that favourable consideration which his position enables one to expect.

LOCAL AND GENERAL.

Two natives were fined \$50 and \$27, respectively, for being in illegal possession of prepared opium.

A native was awarded six weeks' hard labour at the Magistracy this morning for stealing a water pipe at Vachai.

Rev. Father Robert, Procurator general of the Missions Etrangères in Hongkong, returned from Saigon to-day.

Five expatriate depositors arrived by the *s.s. Fan Sang* from Saigon yesterday. They are to be returned to their native places.

AMONGST appointments announced by the Admiralty are those of Lieut. R. E. England to the *Minnow* and for physical training duty in China Squadron; and of Sub-Lieutenant P. L. Neville to the *Kent*, both to date July 26.

The German Mail of the 28th July, was delivered in London on 27th inst.

CHINA is giving \$500,000 towards the relief fund in connection with the floods in Japan.

It is not supposed that any political significance attaches to the leave for a month given to H. E. Tang Shao-yl.

THE report for the year ended December 31st last of the Eastern and Australian Steamship Company shows that the profit amounts to £18,104.

PRINCE Su is in communication with the Foreign Legations with the view of driving undesirable foreigners out of the outskirts of the Legation quarter.

THE steamer *Yun* left Shanghai about noon on 24th inst. for the scene of the wreck of H. M. S. *Calliope*, the intention being to try and save the guns and whatever gear may be found recoverable from that vessel, if she is abandoned.

THE death took place at Dover on 28th ult. of Lieut. General Edward Henry Fisher, in his 89th year. The deceased officer joined the Royal Artillery in 1819. During his career he served in Hongkong.

Two stock exchanges and an auction at Shanghai did not succeed in creating a market, it will be left to some enterprising individual to collect scrip wholesale and to retail it as wallpaper, says the *N. C. D. News*.

THE Anti-Opium Commissioners have discovered that there are two Viceroys, two Governors, two Commissioners of Education, three Provincial Treasurers and three Judges, who are addicted to opium-smoking, and will shortly impeach them to the Throne.

ORDERS have been issued by the Admiralty for the cruiser *Astoria* to be recommissioned at Colombo, Ceylon, for further service with the China Squadron. The new crew will go out to Ceylon in the *Argon*, and the paid off crew will return home in *h.s.* Captain Edward H. Kiddle has been reappointed to the command of the *Astoria* recommissioning. He was appointed to the command of the cruiser last February.

THE twelve-foot python which was captured alive on Friday evening last at "Dorford," The Peak, the residence of Mr. Po Tung, gave up the ghost early this morning. In the course of this forenoon, a member of our staff visited the City Hall and saw the huge reptile in the process of being cured prior to being stuffed. The skin is of a greenish yellow colour and the python itself is generally considered a fine specimen.

WHEN the date Shanghai, 25th inst., Messrs. Wheelock & Co. write:—Our Homeward Freight market shows still no signs of any improvement and we must say we hardly expect any cargo in tangible quantities until the Autumn. Coastwise:—This market has again proved a "dead letter" and there is practically no demand of any sort, what few fixtures have been made have been done at "bed-rock" prices and we think this season will be remembered as one of the worst we have had on this coast and one of the most disappointing.

A SMART CAPTURE.

About a quarter to five o'clock yesterday morning a smart capture was made by Police Sergeant Cooper of the Central District. While patrolling the Praya down where the riverboats lie, he was startled by hearing the sound of a police whistle at a distance. He ran along the street in the direction and found a fracas going on, in which four men were involved. The man with the whistle in his mouth, whom Sergeant Cooper recognised as the watchman on the Lee Ming wharf, was holding one man by the queue whilst the other two were forcibly assaulting him in their endeavours to get the prisoner out of custody. The Sergeant "sailed in" and quickly put an end to the disturbance. He succeeded in securing one of the assailants, but in trying to get hold of the second also he missed his footing and fell, sustaining severe bruises on the right knee and left elbow, whilst afterwards had to be medically attended to. The two prisoners were taken to the Police Station and there formally charged and detained in custody. Against the first prisoner—the man arrested by the watchman—the indictment was of stealing vegetables from the wharf; he admitted the taking of the vegetables, but stated that he had worked for the wharf people for 15 years and it was an understood thing that he should be at liberty to take the vegetables for his crew.

POLICE PICNIC.

AN ENJOYABLE OUTING.

An enjoyable launch picnic was held yesterday by a combined party of the Hongkong Police and the staff of Victoria Gaol. An early start was made as the gun proposed was a pretty long one—namely round Clearg-chau, or Dumbell Island as it is more generally called—with of course an indispensable stop at that interesting and pretty place. The outing was successful in every way. Good weather prevailed in spite of the typhoon signal which was hoisted after their departure, and the catering arrangements as carried out by Sergeant J. Lee (Police) and Mr. H. East (Warder) left nothing at all to be desired. After spending a thorough pleasant day the picknickers arrived back in Hongkong about eight o'clock.

Next Friday a second picnic of this kind is proposed, on which occasion Sergeants Wilson and Cooper are to be in charge of the catering, etc.

"Rubi" and "Zafiro."

UNDER THE U.S. FLAG.

SHAREHOLDERS APPROVE SCHEME, TO-PAY.

A good deal of flutter has been caused on the local shipping market as well among firms interested in the mercantile marine by the announcement that a proposal was on foot on the part of the Chula and Manila Steamship Company to transfer their two well-known steamers, the *Rubi* and the *Zafiro*, to the American flag, thus enabling these vessels to enter in part upon the coastwise trade in the Philippines. At noon to-day, a specially convened meeting of shareholders was held at Messrs. Hewitt, Tomes & Co. to consider the proposal. The meeting was private, but upon a *Telegraph* representative making inquiry, subsequently he was courteously informed by Mr. Robert Shewan of the result—which is that the shareholders have given their approval to the proposal for transfer.

RISE IN THE SHARES.

In anticipation of this result the Company's shares rose to more than double their former value. The shares were selling at \$7 before the transfer was mooted and promptly got up to \$12, on one day reaching as high as \$16, but after that they settled down to \$10 again and were to-day quoted at \$12.50. According to some accounts, a fortunate speculator cleared \$10,000 in two days, and there were several others reported as having done almost as well.

As showing the immense advantage the Company is going to reap under the transfer scheme, not only will a hitherto closed area of coastwise be thrown open to them, but we learn that they will also enjoy an annual

SUBSIDY OF 40,000 PESOS

from the Philippines Government. We understand that already the general managers Messrs. Shewan, Tomes & Co., have wired to the United States for certificated officers, engineers and crews to replace the British who will be ousted by the transfer. The transfer now may be looked upon as an accomplished fact. Nothing remains but for the legal formalities to be carried through.

The *Rubi* and *Zafiro* are sister ships and were both built in 1901 by Messrs. W. J. Dunlop Port-Glasgow. They have a net tonnage of 2,547 tons; a length of 294 ft. 4 in. by 15 ft. and are classed 100 A 1 at Lloyd's.

MR. BRAMWELL INTERVIEWED.

Mr. W. L. Bramwell, manager of the shipping department of Watson, Doree and company, who went to Hongkong to discuss the plan with Shewan, Tomes and company, managing agents for the China and Manila Steamship company, returned to Manila to-day, says the *Manila Times* of 22nd inst. In discussing the proposal he said:

"There is really nothing much that can be said at this time. The plan to transfer these vessels will be submitted to the shareholders on August 29 and the decision is with them. If the shareholders approve the vessels will come under the American flag and their route will be extended to include Iloilo and Cebu. The new schedule would give five sailings every two months instead of eight as at present."

If the transfer of flags is made it will be necessary to form a local company and to change to American and Filipino crews. No date has been set as yet but if the shareholders ratify it is expected the change will be made as speedily as the necessary formalities can be complied with.

PTOMAINE POISONING.

SAD DEATH OF CAPT. CALLEN.

It is with deep regret that we have to record the death of Capt. F. W. Callen, commander of the Chinese revenue cruiser *Chuen-tai*, which occurred at the Isolation Hospital on Tuesday evening, reports the *N. C. D. News* of 24th inst. Capt. Callen became ill on board the *Chuen-tai* on Sunday evening last and although everything possible was done to alleviate his sufferings the symptoms became so serious that he was taken ashore in a launch at 4 a.m. on Monday and conveyed to the Chinese Cholera Hospital, where the system of saline injections was adopted. At noon the same day he was removed to the Isolation Hospital and during the next twenty-four hours favourable reports as to his condition were received, but on Tuesday afternoon a relapse set in and he died at 6 p.m.

The funeral took place at the Bubbling Well Cemetery last evening and was attended by a large gathering of sympathetic friends.

Capt. Callen, who was 44 years of age and a native of Apeldoorn, Germany, joined the Imperial Maritime Customs Service February, 1891, and was appointed First Officer in April, 1905. In 1907 he attained the rank of Acting Commander and was recently given the command of the revenue cruiser *Chuen-tai*. The deceased was a skilful navigator and had recently been engaged in taking soundings of the approaches to Shanghai.

RETURN of visitors to the City Hall Library and Museum for the week ending the 27th August, 1910:—

	Library	Museum
Non-Chinese	375	176
Chinese	149	2,473
Total	524	2,649

THE following officers of the Royal Engineers have been ordered home from Far Eastern assignments:—Lieutenants S. F. Cole, Hongkong; R. L. Edsall, Singapore; G. B. Dobbs, Singapore; C. R. Shannon, C. N. Rivers-More, Hongkong. Those going out include:—Lieutenants R. M. W. Menden, for Singapore; and A. G. B. Buchanan, A. F. Day, A. W. S. Gibson, and F. L. Brown, for Hongkong.

Rule of the Road.

S.S. "KINSHAN" v. "CHARLES HARDOUN."

FRENCH SKIPPER FINED.

Before Commander Basil Taylor, R.N., Marine Magistrate, this morning, William Anderson, Vice-Consul of the *s.s. Kinshan*, prosecuted Captain E. Henssime of the *s.s. Charles Hardoun*, for failing to observe the rules of the road in the waters of the Colony at about 10 p.m. on the 24th inst. Mr. Sexton, of Messrs. Deacons, Looker and Deacons, was for the plaintiff, and Mr. E. J. Gibb, of Messrs. Wilkinson and Gibb, was for the defendant.

Plaintiff, in his evidence, said:—Both our vessels, the *Charles Hardoun* and mine, sailed at 10 p.m. The former generally uses the Southern Fairway, we the Central, going between Apachi and China Merchants' buoys.

A plan was then produced at this stage prepared by witness.

Continuing, plaintiff said:—On 24th inst. at 9.58 p.m. I was preparing to shove off from my wharf and heard the *Charles Hardoun* whistle—two blasts. I then did the same and rang "Standby" on the telephone. Two minutes later my engines were going ahead. I was lying down out. Tide flood about 1.5' when I got clear of the wharf. I saw the *Charles Hardoun* showing green light. It was moonlight and I could see the vessel herself just leaving her wharf, apparently heading a bit to the eastward, in our direction. I then had an idea that she was coming the same way as ourselves. I went on, on my course, half speed. When she was abreast of the *Stanley* (marked 3 on plan) she blew two blasts; she appeared to be going at a high speed; she was then about 400-500 feet away, abait my beam. I then slowed and pointed my beam. I stopped and then put helm hard a port. I did this because I saw that if I had continued on my course and speed a collision was inevitable (4). The *Charles Hardoun* went on still with starboard helm, her stern swung round, and cleared my port bow by 12-15 feet. When she had gone on clear of me, I resumed my course.

After blowing her two blasts, the *Charles Hardoun* appeared to increase her speed. She seemed to be going full speed I presume—she passed east of *Stanley*.

By Mr. Gibb:—The *Charles Hardoun* did not leave her wharf some minutes before me. Both ships left practically at the same time. I blew my whistle because she had blown hers. We were abreast of the *Charles Hardoun* all the time. She had lots of room to go under my stern, and he could have done it without any bother. When he blew his two blasts, I saw that he intended to pass between me and the *Stanley*. At that time it might have been too late to pass under my stern. I did not reverse my engines to keep clear of her. If I had, I should have drifted down on top of junks. I generally keep about 700-800 feet from the *Stanley*'s buoy in going out. On this occasion I didn't see that buoy, so I can't say how far from it I passed. I didn't see the *Stanley*. When I first saw the *Charles Hardoun* I thought she was passing under my stern.

By the Court:—Both *Charles Hardoun* and *Charles Merchants' Buoy* were visible.

Re-examined:—It would have been simple for the *Charles Hardoun* to pass under my stern.

P. C. Vanh, mate of the *Kinshan*, then stated that he was on the bilge with the Master on 24th a little before 10 p.m. He went up there about 9.55. He heard a steamer's whistle after he had got up there. He then, on Master's remarking that it was 10 o'clock, went to his station in bow. As he went down he heard the *Kinshan*'s whistle and telegraph, 11-2 minutes later, they had cast off and were underway. He then saw the *Charles Hardoun* half across the fairway. He was getting his lines stowed away, and did not watch her; she gave him the impression of turning in their direction. About two minutes later he heard her give two blasts, which attracted his attention. He looked up and saw her port light—between 400-500 feet away abait his beam. He could not see a starboard light. Then he saw his red light disappear and his green re-appear, as she came round to port. He then went to get fenders ready in case of collision; he noticed that they were turning to starboard and that their way was stopped. The *Charles Hardoun* kept turning to port, and her stern passed about 10-15 feet from their port bow. Had they not kept out of the way they should probably have run into the *Charles Hardoun*.

Cross-examined:—When the two blasts were blown we were heading about at right angles to each other. The *Charles Hardoun* at that time could easily have gone under our stern she could have done so by turning less sharply than she did.

By the Court:—When I first saw the *Charles Hardoun* (position 1) her stern was clear of her wharf; our was not clear of ours.

Young Cheung Hoi, No. 1 Pilot of *s.s. Kinshan*, stated:—On 24th at 10 p.m. we left the wharf. I was in the wheel-house. The *Charles Hardoun* showed off about 10 seconds before we did. After starting, I saw the *Charles Hardoun* in the Southern Fairway coming towards us, so as to turn up into Central Fairway. She generally goes West along Southern Fairway. On this occasion she came our way. When about 500 feet from us she blew two blasts. I saw both lights at the time, our Master then slowed. This was at 10.3. I heard the *Charles Hardoun*'s whistle before starting—at about 10 o'clock. When she got nearer we stopped engines and put helm to port in order to avoid collision. The *Charles Hardoun* kept on full speed and her stern cleared our bows by about 12 feet. If we had not slowed there might have been a collision. This was a bit of room for her to pass our stern; it might have been easier.

By Mr. Gibb:—There was no moon, but I could see the *Charles Hardoun* because she had many lights. When I first saw the *Charles*

Hardoun, I didn't know which way she was going. I first saw her green light.

The Defendant gave his evidence as follows:—I am master of the *Charles Hardoun*. On 24th inst. I left the wharf. After I left the wharf, I heard her whistle. There was a very strong flood tide. I was clear of the wharf before the *Kinshan* showed off. I admit, and except that I was on west side of my wharf, I had intended to swing my ship from end of the wharf with a wire at stern, and go West down Southern Fairway, but the man on the wharf let go the wire, and I got across the fairway and had to turn the other way. I got close to the *Stanley*'s buoy. I meant to go very slow and let the *Kinshan* pass. I saw her coming out, but the tide was very strong and kept on taking me down on top of the *Stanley*, and I went full speed ahead and blew hard starboard and went close round the *Stanley*'s buoy clearing the *Kinshan* by half a ship's length. I do not know whether this 11.7 was at her buoy or so; I saw her buoy clearly.

Cross-examined by Mr. Shewan: The *Charles Hardoun* is twin-screwed; the propellers do not over-lap. I found after being off that it was impossible for me to turn to West. If the *Kinshan* had not done what she did there would have been a collision. I was steering the tide, but I had not enough speed (4) to make sure my ship properly. It is easier to do so steering the tide as a rule than working across it.

Re-examined by Mr. Gibb:—At 1, I was with my bows turned more to V than is marked on plan, I had to go full speed in order to turn my ship. I meant to have gone under the stern of the *Kinshan*, but could not turn her. If I had not done what I did I should have probably collided with the *Kinshan* as I was between two fires.

By the Court:—I knew that the *Kinshan* was going to sail at 10 o'clock, and that was why I left four minutes before my time. Both solicitors having addressed the Court, the Court held that the *Charles Hardoun* failed to keep well clear of the *Kinshan*; a requirement by Rule No. 19; that she did attempt to cross ahead of *Kinshan* thereby creating a collision risk.

The defendant was consequently fined \$50 or two months.

THE LAWN BOWLS LEAGUE CHAMPIONSHIP.

WON BY HONGKONG POLICE.

There was quite a large number of spectators at the Tai Koo Recreation Ground on Saturday afternoon to witness what turned out to be the final tussle between the Police Club and the Tai Koo Club for the Lawn Bowls Championship of Hongkong. The game has made great strides in the Colony within recent years and many good contests have been seen in the League fixtures. Particular interest centred in this match on Saturday because if Tai Koo had come out winners, they would have had the privilege of another try on a neutral green to settle the destination of the remaining 2 points. As it was, there were no points to spare. The scores were as follows:—

POLICE.		TALKU.	
Ogden	.....	Harrison	.....
Gourley	.....	Wellman	.....
Fenton	.....	Ferguson	.....
Bell (skip)	.....	Dick (skip)	12
J. Grant	.....	Shad	.....
Forbes	.....	Morehead	.....
Stuart	.....	Dinner	.....
Withers (skip)	22	S. Ott (skip)	13
Pitt	.....	Harwick	.....
McLennan	.....	Farell	.....
McHardy	.....	Ollison	.....
Camros (skip)	9	Smith (skip)	17

Total 71 Total 12
At the end of the game an adjournment was made to the Pavilion where Inspector Withers thanked the Tai Koo Club for their hospitality. Mr. R. Atkins in turn complimented the Police on their success and the consistency of their play all through the contests.

AYER RUNING.

PROPOSED INCREASE OF CAPITAL.

"A shareholder" writes to the *Tai Koo* paper about the proposal to increase capital in order to close and plant 135 acres, at a cost of about \$10,000. He says:

"I say it is to this position that attention should now be paid, and instead of increasing the capital, it is best to issue to the Vendor the 30,000 shares which he has to pay for and take, and besides according to the prospectus the yield of 1911 will give about 10,000 lbs. of rubber which if put down at \$1.25 per lb. will give \$12,500. Surely with this sum the 135 acres could be planted up and maintained till a big log. Let any one who reads this say if I am wrong. I then call attention to another paragraph in the notice which says 'Of our actual available cash some \$7,000 has been expended, \$7,000 to meet charges incidental to situation and the balance on cleaning and weeding the planted area.' The prospectus says \$10,000 will be available for working capital. I take it then about \$10,000 dollars were expended in keeping the 215 acres clean and nothing more was done to the estate. The rubber receipts were by the notice I see \$1,278.88 up to date. The notice again says: 'Neither is your estate in any way fully equipped being without a suitable Manager's house, coolie lines or stores, and \$10,000 would not be an extravagant sum to set aside for these.'"

Surely the bargain is good enough. Mr. Withers, the late proprietor, lived there for nine years. The bargain is just a good or bad bargain many but cannot go other than in concluding this letter for those who hold shares will feel that a manager who is thoroughly competent must be employed. What I mean is a man who has had a great deal of experience in rubber planting."

CRUISER "S. IN GABRIEL"

DOCKED FOR REPAIRS

As announced at the time of her arrival in Hongkong, the Portuguese cruiser *San Gabriel* was dry-docked at Kowloon this afternoon. After several months' voyaging on a tour round the world, it is only to be expected that the overhauling of the little warship will entail a great deal of work and, incidentally, much expense—a fact that should be good news to the shareholders of the Dock Co. It has been ascertained, in conversation with the officers of the cruiser, that the overhauling of the vessel will mean a nice little bill to the Portuguese Navy; the amount is not likely to be very much under five to ten thousand dollars.

After refitting, the *San Gabriel* will resume her cruise, departing Suva for Manila and Timor.

THE GREAT INUNDATION IN JAPAN.

LATEST OFFICIAL RETURNS.

According to a statement issued by the Home Department, compiled from the reports received up to 3 p.m. on the 17th instant from the prefectural governments concerned, the loss of life and damage to property caused by the inundation now stands as follows:

Deaths	910
Injured	181
Missing	441
Houses flooded	9,918
Houses demolished	3,761
Houses washed away	3,368
Buildings washed away	1,136
Teachers in riverbanks	1,077
Landslips	536

The number of persons requiring public relief is as follows:—Tokyo, 20,761; Saitama Prefecture, 19,501; Ibaraki Prefecture, 26,700 and Shizuoka Prefecture, 20,000, a total of about 45,000. It appears from the above figures that some of the people reported "missing" are safe, as the number now given shows a decrease of 66 as compared with the preceding report.

THE CALAMITY IN MIYAGI PREFECTURE.
A Sendai dispatch states that the extent of the damage, caused by the inundation is increasing hourly as further reports come in. The bank of the Kama-Kamigawa has given way, Ishinomaki and 77 villages are being flooded. The bank of the Abukuma-gawa has also given way, and the town of Tsukubake has been entirely washed away. Iwatsuna and other villages have been flooded, and 350 persons have been drowned.

It is reported from Utsunomiya prefecture, near Tokyo, that the bank of the Tone-gawa gave way at Kitakawamura, at 3 p.m. on the 17th instant, and 13 people of the village were fleeing from the inunded district.

STATE EXPENDITURE INVOLVED BY THE INUNDATION.

The measures to be taken by the Government for the restoration of the devastated districts were decided upon at a special Cabinet Council held on the 16th inst. The area affected by the inundation includes eighteen prefectures. Counting only the cost of repairing the damaged river banks, this will involve the Government in an outlay of about ¥200,000. When subsidies to be granted from the State Treasury in aid of local expenditure for the repair of public works, and for the relief of the sufferers, which charge properly devolves on the national purse, are added, the total expenditure to be defrayed by the Treasury in connection with the present calamity will amount to between four and five million yen. The Second Reserve in the Treasury, amounting to only ¥1,000,000, is the only fund available to meet this expenditure, and the Government has decided to make good the deficit by drawing on the surplus revenue for last year.—*Japan Chronicle*.

THE FORMOSAN SUGAR INDUSTRY.

REPORT THAT BOUNTY WILL BE DISCONTINUED.

According to the *J. Pan-Chen-tai*, the *Jiji* reports that on the 16th inst. Mr. Miyao, Director of the Industrial Bureau in the Formosan Government who is now in Tokyo on official business, informed those interested in the production of crude sugar in Formosa that the grant of a bounty of ¥1 per picul on sugarcane produced in Formosa will be discontinued from next year, and bounty granted this year on crude sugar at the rate of ¥1.95 would also be discontinued at the same time. The business men interested in the Formosan sugar industry are panic-stricken at his announcement.

The total output of crude sugar in Formosa, according to the *Jiji*, is estimated at about 300,000 piculs. Of this quantity about 100,000 piculs are shipped to the sugar mills in Japan Proper. The bounty granted on the crude sugar produced amounts to over ¥4,000,000 which will represent the loss of the Formosan sugar companies. It is thought the bounty may be granted on 500,000 piculs as before, but in any case the Formosan sugar industry will suffer a heavy blow.

CHARGE OF OPIUM SMUGGLING.

SENTENCE IN KOBE COURT.

A Chinese named Wang Shi-lai, aged 30, of Ni-gai, was sentenced in the Kobe Chihō-Sabō-shi on Thursday (18th inst.) to six months' imprisonment on a charge of opium smuggling. On July 24 last, whilst employed as a sailor on board the British steamer *Orinoko*, accused smuggled aboard ten cans of opium valued at about ¥70 by concealing them in his clothing. The offence was detected by a Customs official when the Chinese landed at the port. At his public trial Wang pleaded innocence, maintaining that he had not intended to smuggle, but was merely taking them to a friend on another steamer than the *Orinoko*.

KOWLOON-CANTON RAILWAY.

CARRIAGES NEARLY COMPLETE.

With the approaching completion of the carriages under construction for the Kowloon-Canton Railway by the Hongkong and Whampoa Dock Co., Ltd., the Railway management are laying rails along the road at Kowloon to the Dock premises and sidings are being constructed near the China Light and Power Co's ground. In all the Dock Co. are building eight carriages for the Railway and with their completion the regular service to Samchoon will be inaugurated. The opening of the line will not be later than the 1st October next.

In reply to the Board of Posts and Communications H.E. Yuan Shu-hsueh, the Viceroy of the Canton-Kowloon Railway has been cited by the objections offered by the people to the project some time ago. Now the work has made much progress. If there is no emergency in the future the whole section will be completed according to the terms of the agreement.

SHANGHAI'S FINANCIAL SITUATION.

EXISTING UNCERTAINTY.

It is evident that some uncertainty exists regarding the precise nature of the financial arrangements made between the foreign banks and the "Taotai" to cope with the situation caused by the failure of native banks. The loan of Tls. 3,500,000 was agreed upon for the purpose of meeting the native orders on the three Chinese banks that were held by the foreign banks, of meeting any other orders on these banks that had been dishonoured and were still held by foreign firms, and, finally, of assisting to strengthen the general financial situation.

When it became known that there might be an attempt to divert the benefits of this arrangement to meeting native orders that did not legitimately "come within the meaning of the Act," it was decided that there could be no public invitation for the handing over of native orders in the three banks to the foreign banks; but the latter took steps to call in as many as possible. These were subjected to a close scrutiny, and the total number honoured by the foreign banks amounted approximately to Tls. 1,400,000. The balance of the loan—Tls. 2,100,000 (approximately)—was handed over to the Taotai, and payment of dishonoured native orders held by foreigners, that "came within the meaning of the Act," has now to be sought from the Taotai through the Acting Senior Consul.

Already, we understand, claims have been registered for sums amounting to over Tls. 1,000,000; but as these will be subjected to a searching examination, the amount finally paid may be considerably reduced. This arrangement is not made for the benefit of Chinese holders of native orders who may have persuaded foreigners to include their orders in the foreigners' claim; nor will it be applied to native orders held as collateral security. Chinese creditors must deal direct with the Taotai. There has been some delay on the part of the Taotai in meeting the supplementary claims, as he would seem to have distributed the Tls. 2,100,000 among the native banks without reserving any of this sum to meet further foreign claims, and he is now not anxious to disturb the interest thus accumulating. Representations, however, on the subject will be made, and eventually the Taotai's part of the bargain should be satisfactorily discharged.—*N. C. D. News*.

THE ANNEXATION OF KOREA.

TERMS OF THE AGREEMENT.

Kobe, August 17.
The annexation of Korea has not yet been proclaimed, but the terms of the agreement concluded for annexation have become known. The full text is not to be published for a few days, as it is being first submitted to the Powers.

The terms of the agreement are said to be that the Emperor of Korea surrenders the throne and offers his entire dominion as a gift to the Emperor of Japan. The Korean Imperial Family will become members of the Imperial Family of Japan. The present laws respecting foreigners will be annulled those in force in Japan being substituted.

So far there have been no untoward developments in Korea.
DELIBERATIONS IN JAPAN.
Tokyo, Aug. 17.
An extraordinary meeting of the Privy Council and Cabinet was held today in the presence of the Emperor for the purpose of sending a reply to Korea. A treaty will be signed shortly and will be announced in a few days.—*N. C. D. News*.

CANTON-MACAO RAILWAY.

A Canton despatch states that the Provincial Government of Canton has received instructions from the Board of Posts and Communications in which it is said that the Canton-Macao Railway is regarded as one of the most important lines in Kwangtung. It would be advisable for the Government to let this line be delayed in construction, and the functions of the undertaking have therefore been urged to commence the work. They have promised to start the construction very shortly.—*Shan Hai Times*.

TYPHOON WARNINGS.

The telegrams quoted below have been received from the Manila Observatory at the American Consulate-General—
Manila, August 18, 9:30 a.m.
Cyclone or Typhoon west of Bashi Channel moving W. N. W. at N.W.
Manila, August 19th, 9:45 a.m.
Cyclone or Typhoon east of Bashi Channel developing.

THE FAR EAST IN PARLIAMENT.

CHINA AND THIBET.

In the House of Lords on August 4, the Marquis of Lansdowne, I wish to ask the noble Earl the Leader of the House whether he has any information to give as to the accuracy of a statement which appeared in *The Times* today to the effect that a force consisting of a company of sappers and miners and the 48th Pioneer Battalion had been moved to a station on the Darjeeling line, and that this station is to serve as a base should operations be undertaken in Thibet.

The Earl of Crows: In view of the present disturbed condition of Thibet, the Government of India have thought it necessary to collect at the frontier a sufficient force to enable the trade agencies at Gyantse and Yanting to be speedily reinforced in case they should at any time be in immediate danger of attack. The force which is held in readiness includes one battalion of native infantry, two sections of mountain artillery, and a section of sappers and miners; and also a battalion and a section of sappers and miners will be sent, if necessary, to hold the lines of communication. This force will not cross the frontier unless the protection of our officers renders it necessary, and it will in no circumstances intervene between Thibetans and Chinese, and if it should ever enter Thibet it will be withdrawn as soon as the situation permits.

THE SIAK INDRAPURA CO.

AN UNFAVOURABLE REPORT.

The following circular was issued on Friday to shareholders in the Siau Indrapura Rubber Concession, Ltd.—

Siau Indrapura Rubber Concessions Ltd.
Shanghai, August 19.

Dear Sir, or Madam,—You will remember that at the statutory meeting of the above company held on July 14, 1910, your Chairman informed you that an expert was being sent by Messrs. Barlow and Co., of Singapore, to visit the estates and report upon them. The expert appointed was Mr. Mackenzie, and his report has now been received.

Your Directors regret that Mr. Mackenzie's report, which deals with the unplanted as well as the planted area, is very unfavourable, and throws considerable doubt on Mr. van Heege's report.

Further operations on the estate have for the present been suspended, and your Directors are taking steps to obtain without delay the opinion of another expert as to the value or otherwise of your property. As soon as the report is received, your Directors propose to call a meeting of the shareholders and lay the whole matter before them.

By order of the Board,
CRAIG & CO., LIMITED.

QUELPART ISLAND.

An official report concerning trade conditions in this country, which has just been published by the Department of Finance, contains an interesting account of the Island of Quelpart. It was prepared by the Deputed Office of the Customs House at Mokpo, and chiefly deals with the economical condition of the island. We give therefrom some extracts, which may be found interesting by our readers in general, as follows:—

Quelpart Island is part of the Province of South Cholla province. It is some 150 miles in circumference and 300 square miles in total area. It is the largest of all the Korean islands. In the centre of the island there stands Mt. Hanla, 6,500 feet above the sea level, and the ground slopes down from the mountains to the sea on all sides. Most of the grounds open for cultivation are dry fields, the principal products of the soil being millet, wheat, barley, beans, and buckwheat. The climate is temperate and rainfall comparatively abundant, making agriculture easy. Besides the agricultural products above mentioned, the island produces horses, cattle and hides, while from the surrounding seas, sea-eared, sardines and useful sea-weeds are taken in considerable quantities. The islanders manufacture Korean hats and wooden combs. These articles are exported in large numbers and constitute largely to the revenue of the people. The total population of the island at the end of February, this year, was 125,423, including 61,259 Korean males, 61,896 females, 16 Japanese males, 104 females, one Frenchman (presumably a Catholic missionary—J.D.) and three Chinese. There are in the island a district office, district court, police station, post office, revenue office, a branch agricultural and industrial bank and a few other public institutions. The communications of the island with Korean ports and Japan were formerly maintained solely by means of sailing vessels, but since June, 1905, a regular steamer service has been opened between the island and Mokpo. It was at the beginning only tri-monthly, but now the steamer *Miyoko Maru* visits the island from Mokpo six times per month while two steamers ply between Fusan and the island three times each per month. The fare between Mokpo and the island is 1.50 yen per individual. The islanders have 270 junks between them, which they use mostly when they go out for fishing. Most of the agricultural products are consumed on the island, but marine products are mostly exported. It is estimated that about 30,000 horses and cattle are kept by the islanders. Formerly cattle were exported to Japan in large numbers and formed one of the chief items of export. Since the enforcement of quarantine regulations the business has fallen to the ground, and now no trade is done in this line. The cattle produced in the island are small in size and sold for 10 to 20 yen per head. Horses are also of an inferior breed. On Mt. Hanla there live many wild horses and cattle, estimated at 2,000 head. These are occasionally caught by the islanders. The currency in circulation in the island is the old copper coin called *Yi-pi* (Yi-pi). Except in China, capital of the island, the new currency is practically not in use, many parts being wholly unknown.

Today's Advertisements.

THE HONGKONG CIVIL SERVICE CO-OPERATIVE SOCIETY, LTD.

IT is hereby notified that Mr. D. B. VINCENT is appointed MANAGER of the above Society's Store from this date in place of Mr. H. S. MARKHAM.

A. CHAPMAN,
Chairman of Directors.
Hongkong, 19th August, 1910. [568]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"ARRATOON APCAR,"
Captain W. D. A. Thomas, will be despatched for the above Ports, on FRIDAY, the 2nd September, at Noon.

For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 19th August, 1910. [572]

COMMERCIAL.

August 17th, 1 p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Alla-ars	6/
Anglo-Java	21 1/2
Anglo-Malay	25 1/2
Balgownies	16
Batu Tiga	7/6
Bertams	20 1/2
Bukit Kajangs (pp.)	63 1/2
Bukit Rajahs	—
Carey Uniteds	27 1/2 prem.
Castlefields	—
Changkat Serdangs	51 1/2
Cherny (part paid)	318
DO (fully paid)	51 1/2
Damansaras	16 1/2
Eastern Internationals	18 1/2 prem.
Fed. Selangors	—
Glenashlys	52 20
Glenashlys	—
Goldendals	122 6
Golden-Hopes	—
Highlands and Lowlands	118 1/2
Indragiris	51 1/2
Jack Kenneths	—
Jequies	—
Jonglanders	—
Kamonnings	5 1/2 prem.
Kuala Lumpurs	18 1/2
Lanadrons (fully paid)	—
Lanadrons (ppd.)	—
Labus	—
Ledburys	90 1/2
Linggis	55 1/2
London Asiatics	13 1/2
London Ventures	6 1/2
Medlmasus	7 1/2
Pajams	31 1/2
Pegohs	30 1/2
Rubber Trusts	30 1/2 prem.
Sagats	27 1/2
Sandycrofts	53 1/2
Sapongs	—
Seafields	—
Sekongs	5 1/2 prem.
Shelfords	75 1/2
Singapore & Johore	51 1/2
Sunatras Paras	15 1/2
Sungel Chohs	107 1/2
Sungel Kapers	16 1/2
Tandjongs	16 1/2
Tangkabs	38 1/2
Toorangis	2 1/2 prem.
Old Rantis	—
United Serdangs	120 1/2
United Singapore	51 1/2
United Sumatras	11 1/2
United Langpats	80 1/2
Para Rubber	8 1/2 per lb.
Plantation Rubber	7 1/2

Events Coming.

Tuesday, 30th August.
Sanitary Board meeting, 3 1/2 p.m.

Wednesday, 31st August.
Hongkong Club, Extraordinary General Meeting at Club House, 1 1/2 p.m.

United Asbestos Co's meeting, 3 p.m.

Thursday, 1st September.
Legislative Council meeting, 3 1/2 p.m.

Diocesan School Re-openers.
Interport Swimming at Shanghai.

Friday, 2nd September.
Interport Swimming at Shanghai.

Saturday, 3rd September.
Boxing at City Hall, Bill Lewis vs. Battling Simms, 9 p.m.

Geo. P. Lammett auction sale of Wines and Spirits at Sales Rooms, Duddell Street, 11 a.m.

Interport Swimming at Shanghai.
Hughes and Hough Auction Sale of Japanese Curios, at Sales Rooms, Ice House Street, 2 30 p.m.

Monday 5th September.
Italian Convent School re-opens, 8 30 a.m.

Rugby and Hough Auction Sale of Japanese Curios, at Sales Rooms, Ice House Street, 2 30 p.m.

Thursday, 8th September.
Auction sale, "Glenhorse," Kowloon, 21 (noon), Geo. P. Lammett's.

Saturday, 10th September.
B.O.C. Aquatic Sports, at V.R.C. Bath 3 30 p.m.

Hongkong Hotel half-yearly meeting, at the Company's Hotel, 12 30 p.m.

Saturday, 11th September.
Gymnastics Meeting, at Race Course, 5 30 p.m.

Thursday, 20th September.
Burr Aquatic Sports, at V.R.C. Bath.

Today's Advertisements.

PUBLIC AUCTION OF SUPERIOR WINES AND SPIRITS.

THE Undersigned has received instructions to sell by PUBLIC AUCTION, on

SATURDAY, the 3rd September, 1910, at 11 A.M., at his Sales Rooms, Duddell Street,

A LARGE QUANTITY OF EXCELLENT WINES AND SPIRITS, comprising—

BURGUNDY, PORT, SHERRY, CHAMPAGNE, COGNAC, CLARET, BRANDY, WHISKY, GIN, &c., &c.

GUINNESS' STOUT, HAMMONIA BEER, TELLITZ and ROSBACH WATERS, &c., &c.

N.B.—The above are from such well-known firms as: Sandmanns, John Fenton, Gonzales Byass, United Vineyards Proprietors, Co. Miguel de Souza Guedes, Angus & Co., Seward, Aug. Wehr, Trarbach, Hills and Underwood, James Martin, John Dewar, G. H. Mumm, Paul Deville, &c., &c., &c.

TERMS:—Cash on delivery.
For further particulars, apply to
GEO. P. LAMMETT,
Auctioneer.

Hongkong, 19th August, 1910. [16]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, &c., &c.)

THE Steamship

"ST. ALBANS,"
Captain Hood, will be despatched as above on SATURDAY, the 17th September, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 19th August, 1910. [570]

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"JAPAN,"
Captain A. Stewart, will be despatched for the above ports TO-MORROW, the 30th inst., at 5 P.M.

The Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN (Occupying 20 days).

Steamers leave about every 3 weeks for Shanghai and Kobe (Inland Sea), returning via Moji providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co's steamers.

Fare for round trip \$120.

For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 19th August, 1910. [564]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 19th August, 1910. [571]

Hongkong, 18th July, 1910. [47]

Intimations.

Try our delicious
CORNED PORK,
CORNED BEEF,
and
PRESSED BEEF.

THE
DAIRY FARM CO.,
LIMITED.

ASAHI
ASAHI
ASAHI
and
SAFFORO
SAFFORO
SAFFORO
SAFFORO
BEER.
AWARDED
GOLD MEDAL
AT
ANGLO-JAPANESE
EXHIBITION.

PRICES:

4 Doz. Quarts \$12.50 per case
8 Doz. Pints \$13.50 " "

OF ALL

WINE

MERCHANTS.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$2,500,000)

Lends on Mortgage of House Property, &c.
Grants advances on Stock, &c.

Advances made on Merchandise.
Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertakes and Executes.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 19th March, 1908. [41]

SAVE YOUR HEALTH

in drinking the cheapest and most

agreeable Table Mineral Water

"COUZAN GATIER"

approved by the French Faculty

of Medicine.

Large Bottles \$0.50

Dozen 5.25

Case 50 Bottles 17.50

" 60 " 13.50

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF CHINA" SATURDAY, OCT. 29TH.	"ALLAN LINE" FRIDAY, NOV. 25TH.
"MONTEAGLE" TUESDAY, NOV. 2TH.	
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.
	"ALLAN LINE" FRIDAY, JAN. 13TH.

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 27/10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 27/10/-

Via New York 27/10/-

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—D. W. GRADDOCK, General Trade Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SANDAKAN via JERSEYTON	MAUSANGI	TUESDAY, 30th Aug, Noon.
TIENTSIEN	CHIPSUNG	TUESDAY, 30th Aug, Noon.
SHANGHAI	CHOY SANG	WEDNESDAY, 31st Aug, Noon.
MANILA	LOONGSANG	FRIDAY, 2nd Sept, 4 P.M.
MANILA	YUENSANG	FRIDAY, 9th Sept, 4 P.M.
SHANGHAI, KOBE & MOJI	NAISANG	MONDAY, 12th Sept, Noon.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	WEDNESDAY, 14th Sept, Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Yamato* and *Kokoro* leave about every 3 weeks for Shanghai and return via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze River, Chifu, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Koda, Lahad, Dato, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD., General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
CHEFOO & TIENSIN	"KUNSHOW"	3th Aug, 4 P.M.
MANILA	"TEAN"	30th Aug, 4 P.M.
HAIPHONG	"SHIGAN"	31st Aug, 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"TAIYUAN"	31st Aug, 4 P.M.
SHANGHAI	"CHENAN"	1st Sept, 4 P.M.
CHEFOO & NEWCHWANG	"NANSHANG"	6th Sept, 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SOREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloons.

FAST SCHEDULE TWIN-SOREW STEAMERS (Anhui, Chusan, Linan, Chinkiang).

With excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

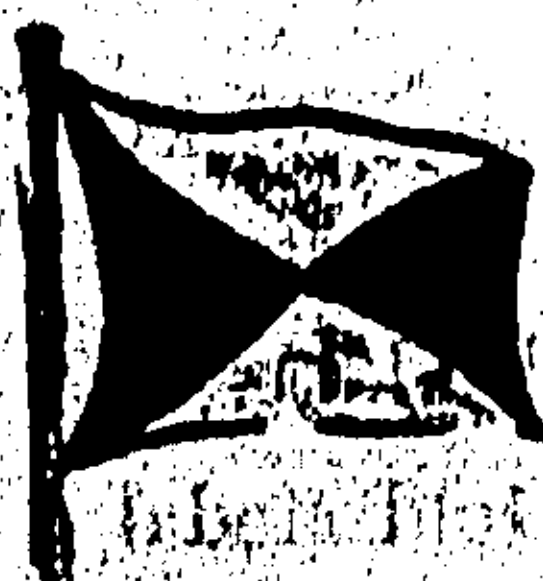
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 55, Hongkong, 29th August, 1910.



HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tonnage	Captain	For	Sailing Date
CAPIRO	8542	A. Fraser	MANILA	SATURDAY, 3rd Sept, at Noon.
UBI	8540	R. Rogers		SATURDAY, 10th Sept, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Telephone No. 55, Hongkong, 29th August, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 7th Sept, at Noon.
VICTORIA, B.C. & TACOMA v. MOJI, KOBE AND YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	6,059	WEDNESDAY, 21st Sept, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
ANPING via SWATOW and AMOY	"SOSHU MARU" Capt. Y. Yamamoto	WEDNESDAY, 31st Aug, at Noon.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"CHOSHUN MARU" Capt. T. Suroga	THURSDAY, 1st Sept, at Noon.
TAMU via SWATOW and AMOY	"DAIJIN MARU" Y. Kaburaki	SUNDAY, 4th Sept, at 10 A.M.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOOSHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class \$73.00 2nd Class \$55.00 3rd Class \$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 29th August, 1910. T. ARIMA, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	HITACHI MARU, Capt. N. Mathieson MIYASAKI MARU, Capt. T. Mura KANAGAWA MARU, Capt. G. H. Butler	Tons 7000 Tons 9200 Tons 7000 WEDNESDAY, 31st Aug, at Daylight. WEDNESDAY, 14th Sept, at Daylight. THURSDAY, 8th Sept, at 5 P.M.
VICTORIA, B.C., & SEATTLE	SADO MARU, Capt. Floridahl	Tons 7000 SATURDAY, 10th Sept, From KOBE.
VICTORIA, B.C., & SEATTLE v. KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	AWA MARU, Capt. S. Ishikawa INABA MARU, Capt. K. Kawara	1000 Tons Tons 7000 TUESDAY, 13th Sept, at 4 P.M. TUESDAY, 11th Oct, at Noon.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. M. Winkler YAWATA MARU, Capt. T. Sekine	Tons 6000 Tons 5000 FRIDAY, 2nd Sept, at Noon. FRIDAY, 2nd Sept, at Noon.
BOMBAY, via SINGAPORE AND COLOMBO	COLOMBO MARU, Capt. E. Combes	Tons 5000 TUESDAY, 6th September.
SHANGHAI, MOJI & KOBE	HAKATA MARU, Capt. A. Mocker	Tons 7000 WEDNESDAY, 31st Aug.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine	Tons 5000 WEDNESDAY, 31st Aug, at Noon.
KOBE and YOKOHAMA	IYO MARU, Capt. R. Takeda	Tons 7000 THURSDAY, 1st Sept, at 5 P.M.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN, KOBE RETURN, MOJI RETURN, NAGASAKI RETURN.

1st Class	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.

Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers. Calling at Saigon. Omiling Keelung & Shimon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Queen's Road.

T. KURUMOTO, Manager.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, ORYON, AUSTRALIA, INDIA, ADEH, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"ARCADIA"

Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c. on SATURDAY, the 3rd September, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Moel*, 10,920 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c. will be conveyed via Bombay by the R.M.S. *Perle* (see in London on 15th October, 1910).

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 22nd August, 1910.

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamer

"DELTA"

Captain B. W. H. Snow, will leave for SHANGHAI on WEDNESDAY, the 31st inst., at 5 P.M.

For Freight or Passage, apply to E. A. HEWETT, Superintendent.

Hongkong, 27th August, 1910.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON NEW YORK:

S.S. "LENNOX" On or about 3rd Sept.

S.S. "SAINT PATRICK" On or about 10th Sept.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 27th August, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all

Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VICTORIA, VANCOUVER, B.C.

SEATTLE AND TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer Tonnage Captain On or about

Svea 6,212 F. S. Cowley 27th Sept.

Kumari 6,212 G. H. McGill 20th Oct.

Aymara 4,353 J. Boyd 20th Nov.

Calling at Amoy and Keelung if sufficient

inducement offers.

These steamers are specially fitted for the

carriage of Atlantic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 27th August, 1910.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the

rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—35s per annum.

WEEKLY—15s per annum.

The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional 1s. 6d. per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, 10s. cents. Weekly, 4s. 6d. cents (not cash only).

Advertisements (BY ADVANCE).

There will be no insertion for 1st January, 1910.

By Order, THE MANAGER, Hongkong Telegraph Co., Ltd.

2nd Floor, 104, Despatch Road.

Consignee.

NORDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BUELOW"

having arrived, Consignees of Cargo are hereby informed that their goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk in the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th of August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th of August, at 9.30 A.M.

All Claims must reach us before the 4th of September, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELOHRS & CO., General Agents.

Hongkong, 23rd August, 1910.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"SYRIA"

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted on Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 29th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 24th August, 1910.

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"JAPAN"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignee's risk and expense.

Cargo remaining on board after 4 P.M. of the 29th inst. will be landed at consignee's risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 25th August, 1910.

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 875 lbs. net.

In Bags of 250 lbs. net.

SHEWAN TOMES & CO., General Managers.

Hongkong, 16th August, 1910.

VEHICLES IN PORT

VESSELS IN PORT.

STRAMERS.

Amara, Br. s.s., 1,565 G. J. Mattock, 17th Aug.—
—Sourabaya 10th Aug., Sugar—J. M. & Co.

Asia, Br. s.s., 2,035, Harry Gankroger, 33rd Aug.—
—Shanghai 30th Aug., Mail and Gen.—P. M. S. S. Co.

Foochow, Br. s.s., 1,232, Vincent, 16th Aug.—
—Canton 15th Aug., Coal—B. & S.

Hue, Fr. s.s., 742, Panier, 8th May—Halphong 15th May Gen.—M. & Co.

Japan, Br. s.s., 3,806, A. Stewart, 26th Aug.—
—Calcutta via Straits 10th Aug., Gen.—D. S. & Co.]

Johanna, Ger. s.s., 932, M. Ipland, 21st Aug.—
—Swatow 21st Aug., Gen.—J. & Co.

Kaga Maru, Jap. s.s., 1,800, Kitano, 15th Aug.—
—Wakamatsu 7th Aug., Coal—M. E. G.

Maclew, Ger. s.s., 908, C. Wolff, 3rd Aug.—
—Bangkok 26th July and Holbow 2nd Aug., Rice and Gen.—B. & S.

Mandarin Maru, Jap. s.s., 1,247, K. Tamamoto, 20th Aug.—
—Mikto 11th Aug., Coal—M. B. K.

Maosang, Br. s.s., 1,344, W. Imlay, 17th Aug.—
—Sandakan 12th Aug., Timber and Gen.—J. M. & Co.

Pompey, Am. s.s., 1,500, James D. Linett, 17th July—
—Ovella 12th July Coal—American Government.

Rajah, Ger. s.s., 1,727, H. O. Kehr, 18th Aug.—
—Bangkok 5th Aug., Rice.—H. & S.

Spi Saue, Br. s.s., 1,776, W. Picknell, 21st Aug.—
—Chio-woo-12th Aug., Coal.—C. E. M. & Co.

Taiyuan, Fr. s.s., 1,450, L. Dawson, 27th Aug.—
—Melbourne, Australia 21st July Gen.—B. & S.

Tea, Br. s.s., 1,347, A. W. Unterbride, 26th Aug.—
—Manila 13th Aug., Gen.—B. & S.

Telemaachus, Br. s.s., 1,410, E. Edwards, 17th Aug.—
—Saloon 10th Aug., Gen.—Wo Fat Sing.

Tilpansa, Dutch s.s., 2,444, P. W. Emmerick, 15th Aug.—
—Moll 13th Aug., Gen.—J. C. J. L.

Victoria, Swed. s.s., 982, Thos. Eckert, 3rd Aug.—
—Samarang 6th Aug., and 17th Aug. with Sugar and Molasses.—Wallem & Co.

Yuan, Am. s.s., 724, D. Pei, 31st July—
—Manila 27th July Sugar—W. B. Co.

SAILING VESSELS.

Arrow, Br. 4-masted barque, 4,071, Melvor, 30th May—
—Amjer 6th April, Oil.—Standard Oil & Co.

DOCK RETURN.

TAIKOO DOCK.

Foochow, 1st Quay Bay Docks
Union " " " "

	Aug. 28 10 a.m.	Aug. 29 6 p.m.
Barometer	30.82	30.73
Temperature	84	80
Humidity	76	64

Intimation.

THERAPIE MAY NOW ALSO BE OBTAINED
DRAGON (TARTARUS) FORM.

THE NEW FRENCH REMEDY

TRADE **THERAPIE** MARK.

This successful and highly popular remedy, used in the Continental Hospitals by Bitter, Koster, Jober, Volpout and others, combines all the elements to be sought in a medicine of the kind, and surpas every thing hitherto employed.

THERAPIE NO. 1 Incurably short time, often a few days only, removes all discharges, directly suppressing infection, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, gonorrhoea, catarrh, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief whether the well-tried remedies have been prescribed.

THERAPIE NO. 2 Incurably purifies the system of blood, scurvy, pimples, spots, blotches, pains and swelling of joints, secondary symptoms, gout, rheumatism, and all diseases for which like blood is much a cause. It is to employ mercury, narsaparilla, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system, restores the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPIE NO. 3 Incurably restores the system to its normal condition, and all distressing consequences of disipation, worry, overwork, rain, or any other cause. It possesses surprising power in restoring strength and vigour to those suffering from exhausting illness and long residence in bed, unbecoming climate.

THERAPIE Is sold by principal chemists throughout the world, 20 per packet. In ordering, state which of the three numbers is required and observe also Trade Mark, which is a fac-simile of word "THERAPIE" as it appears on British Government Stamp (in order to letters a red ground) added in every packet by authority of His Majesty's Hon. Commissioners, and without which is not genuine.

Sold by all Chemists.

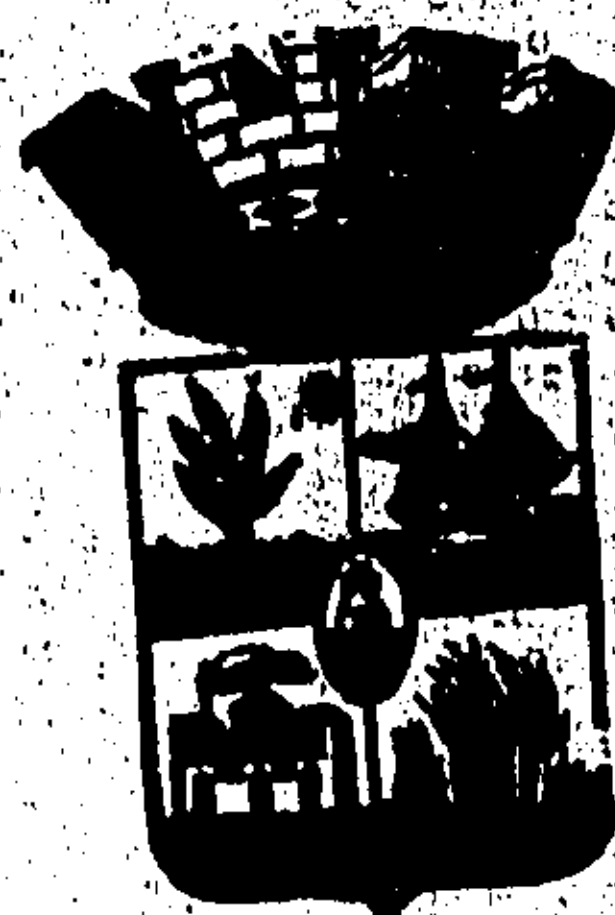
IA STATION.

CAPTAIN. LAST REPORTED &

Intimations

DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL £3,000,000.



"LA FLOR DE LA ISABELA."

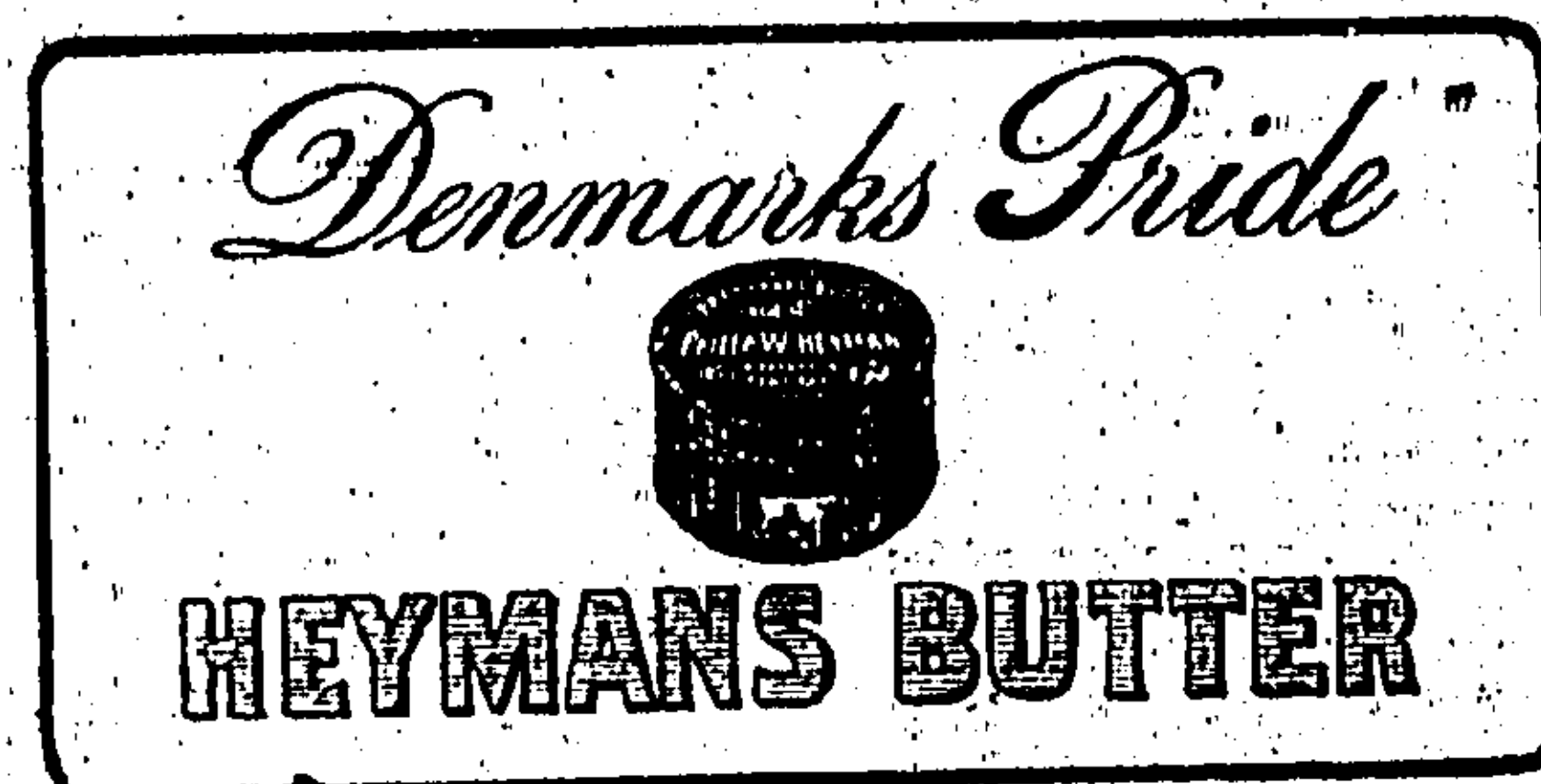
High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,
AGENTS.



STEMMEN & CO., Sole Agents.

49

THE HASTINGS SHINGLE MANUFACTURING CO., LTD.
BRITISH CANADIAN LUMBER CO., LTD.
VANCOUVER LUMBER CO., LTD.

ORIENTAL REPRESENTATIVE
P. KEITH MACKEDIE.
THIRD FLOOR,
HOTEL MANSIONS
Hongkong.

NOW OFFERING

BRITISH COLUMBIA FIR LUMBER

In all sizes, lengths, and grades.

Hongkong, 16th August, 1970.

1559

Hotels.

BAND I BAND II BAND III
AT THE
BELLE VIEW HOTEL.
SHAUKIWAN ROAD,
Telephone No. 907.

By kind permission of the Commander and Officers, the full Band of 105th Mahratta Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m.

On SUNDAY, the 14th August,

Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandah.
Dinner a la Carte 7.30 p.m.
Dining Rooms can be reserved by telephoning to the undersigned.
All cordially invited.
W. GALLAGHER, Manager
Hongkong, 10th August, 1920.

VIENNA CAFE COMPANY (1910)
LIMITED (RE-CONSTRUCTED),

QUEEN'S ROAD, CENTRAL, OPPOSITE POST OFFICE

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE)

Afternoon Teas, 10c, Light Refreshments.
Specially selected Brands of Wines, Spirits, Beers, etc.
An extensive modern Bakery.
A French Chef.
Monday and July, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROVAL BY THE COMMISSIONER OF THE REVENUE	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$15,00,000 \$150,000	\$2,02,918	\$2.5/- for half year ending 31.12.00 @ ex 1/98 = \$3.11	5 %	{ \$2.50 buyers \$2.60 1/2
National Bank of China, Limited	90,925	47	46	{ \$4,000 \$40,000	\$10,552	\$2 (London 2/6) for 1903 .....	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$154,383 \$108,791 \$131,000	none	\$10 for 1908	6 %	\$167
North China Insurance Company, Limited	10,000	415	45	{ Tls. 231,000 Tls. 111,311 Tls. 140,168 19,000,000	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 115 buyers
Union Insurance Society of Canton Limited	12,400	\$250	\$100	{ 0,000 1,500,000 2,105,249 371,985	\$237,984	{ Final of \$30 per share, making in all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909	6 %	\$840 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ 1,000,000 \$24,495 \$199,204	\$7,7617	{ \$12 for year ending 31.12.08 and interim of \$3 on account of 1909	7 %	\$200
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$50,341 181,108	\$4,8406	\$6 and bonus \$2 for 1908	7 %	\$111
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,400,000	\$420,218	\$27 for 1908	8 %	\$340 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ \$57,743 \$330,000 \$100,000	Dr. \$37,7	5 % for 1906 .....	...	\$11 b. and s
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$350,000 \$107,500 \$103,545 \$19,106	\$10,766	24 for year ending 30.6.1908 .....	...	\$37 sellers
Hongkong, Canton & Yacow Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$138,100	4: 537.82	Final of \$1 1/2 for account 1910	8 %	\$331 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred)	60,000 60,000	45 45	45	{ \$720,000 \$100,000	15,3994	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3. 154 .....	...	\$50 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	41	41	{ \$100,000	11 159	{ 3rd in. of 2/- per sh. (comp. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09 A dividend of 7 % for yr. ending 30.4. 1910 A bonus of 5 %	5 % 5 % 4 1/2 %	\$77 sellers \$24 sellers \$12 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$65,681				
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$500,000 \$53,620	Dr. \$8,090	\$10 per share for 1909	6 %	\$165 sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none	Dr. \$115,801	\$2 for 1897 .....	...	\$26 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 200,000	Tls. 6.02	Tls. 20 for year ending 31.8.09 .....	...	Tls. 800 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	41	41	{ \$215,000 \$12,287	4,435	Interim of 1/4 for 1910 (coupon No. 14)	9 %	Tls. 16
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	{ none	none	First year .....	...	Pa. 12
Raub Australian Gold Mining Company, Limited	150,000 50,000	41 41	18/10 41	{ 41	none	\$1 per share 15th dividend	5 %	\$71 sellers
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	{ none	none	Final of Gold \$0.65 for 1909 in all G \$0.15 ..	...	41/-
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$25,275	Dr. \$8,460	\$1.75 for year ending 31.12.06 .....	...	\$91 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	{ \$550,000 \$31,993 \$40,000	\$261,847	\$2 1/2 for 1909	4 1/2 %	\$531 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$88,442 \$231,000	\$132,715	Interim of \$1 1/2 for account 1909 .....	...	\$51 buyers
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000	Tls. 4.26	Final of Tls. 2 making Tls. 6 in all for '09/10	6 1/2 %	Tls. 76
Shanghai and Hongkew Wharf Company, Limited	50,000	Tls. 100	Tls. 100	{ Tls. 507,357 Tls. 50,000 Tls. 125,000	Tls. 4,222	Final of Tls. 4 making Tls. 7 for 1909	7 %	Tls. 116
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 \$1,000	Tls. 4,314 124,611	Tls. 6 for year ending 30.12.09	5 1/2 %	Tls. 101 sell
Central Stores, Limited	50,123	\$15	\$15	{ \$1,000 \$14,000	\$1,277	\$1.20 on old and 60 cents on first new issue \$1.60 on old shares and 1.20 on new shares ..	8 %	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$10,000 \$10,000	\$1,279	Final of \$1 1/2 making \$7 for year end. 31.1.09	7 %	\$100.80
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$100	\$100	{ \$250,000 \$260,045	\$5,471	45 cents for 1909	6 %	\$81 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ 25,856	\$29	\$21 for 1909	8 1/2 %	\$34 buyers.
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ none		Interim of Tls. 3 for 1910	6 1/2 %	Tls. 112
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,535,045 Tls. 30,000	Tls. 63,969	Final of \$1.23 making in all 3.80 per share for 1910	8 1/2 %	\$37 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ none	21,918			
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 40,098	Tls. 10,991	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 110
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ Tls. 30,000	\$6,753	50 cents for year ending 31.7.08	10 %	\$5
International Cotton Manufacturing Company, Ltd.	20,000	Tls. 75	Tls. 75	{ Tls. 175,000	Tls. 2,172	Tls. 7 1/2 for year ending 30.9.09	12 %	Tls. 57 1/2
Loon-keng-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 38,778	Tls. 4,839	Tls. 6 for 1909	9 %	Tls. 68 1/2
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	{ Tls. 31,172	Tls. 31,172	Tls. 25 (37 1909)	10 %	Tls. 240
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	2,604	12 1/2	12 1/2	{ \$1,500 \$40,000	2,648	15 % per share for 1908 .....	...	\$8 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$1,000	N.H.	60 cents for 1909	6 %	\$8 1/2 buyers
China Light and Power Company, Limited	50,000	\$5	\$5	{ none	\$61,138	10 cents for year ended 28.2.06 .....	...	\$1.40 buyers
Do. Do. Special shares	50,000	\$11	\$11	{ \$100,000	2,602	80 cents for 1909	9 %	\$8 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,000 \$1,000	\$1,591	\$1.20 for year ending 31.7.09	6 1/2 %	\$19 buyers.
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$12,000	\$4,390	{ Final of 40 cents making in all 75 cents per share for 1909	10 %	\$31 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$50	\$670	14 per cent. viz. \$1.40 for 1909	12 %	\$14 sellers
H. Price & Company, Limited	12,000	\$10	\$10	{ none	\$15,758	{ 40 cents of 40 cents	6 %	\$20 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$150,000 \$40,000	\$7,616	Final of \$3 for 1909	6 %	\$135 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$10	{ Tls. 347,500 Tls. 63,224	\$6,176	Final of \$1 making in all \$2 for 1910	9 %	\$21
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ Tls. 175,000	Tls. 2,172	1st interim dividend of Tls. 12 1/2 for 1909	5 %	Tls. 1,302 s.
Manchaphi: of Mijir, Bosch en Landbouwer plaatje in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ \$20,000	\$3,014	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10 ..	5 1/2 %	\$14 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$10,000	Pa. 18,540	None	5 %	\$1.50 sellers
Peak Tramway Company (new)	50,000	\$10	\$10	{ \$10,000		None .....	...	\$10 sellers
Philippine Company, Limited	75,000	\$10	\$10	{ Tls. 21,822 Tls. 100,000	Tls. 5,250	No dividend this year	2 %	Tls. 155
Shanghai-Sumat Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ none	none	First year .....	...	\$29 sellers
Societe des Pulpes et Papeteries du Tonkin	{ 11,200 Benefit shares 1,300	50 Halpung Nominal	25 Currency ---	{ none none	none	None .....	...	\$200 Hongkum
South China Morning Post, Limited	6,000	\$25	\$25	{ none	Dr. \$37,006	None .....	...	\$26
Steam-Lammy Company, Limited	30,000	\$25	\$5	{ none	\$27,56	10 % for year ending 31st May 1910	10 %	\$11 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$11,956	none	60 cents for year ending 31.12.08	8 %	\$ buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	{ \$46,000	\$342	60 cents per ord. share for year ending 31.5.09	5 %	\$11 sellers
Watkins Limited	10,000	\$10	\$10	{ \$100,000	\$1,041	25 cents for 1909	11 %	\$3 sellers
Watson (A.B.) & Co., Limited	90,000	\$10	\$10	{ \$5,000	\$2,012	None .....	...	\$1
William Powell, Limited	25,000	7	7	{ none	\$782	None .....	...	\$2 sellers